RAILROADS. LOCAL TIME TABLES.

Texas and Pacific Railway. Texas, Arkansas and Ft. Worth local 7:50 p. m. 7:25 a. m.

Cort Worth and New Or-St. Louis and Chicago
Cannon Ball 10:30 p.m. 5:30 a.m.
Tilis Point accommoda-Short Worth and Dallas 11:25 a. m. 3:00 p. m. local WESTBOUND.

(Sort Worth and El Paso 6:05 p. m. 9:05 a. m.

Fort Worth and Weath-erford accommodation, 10:20 a.m., 4:35 p.m. Transcontinental Division,

ana local 7:30 s. m. 8:30 s. m. 8:30 s. m. Texas and Pacific trains Nos. 5 and 6, the St. Louis Cannon Ball, only stop at Texas kana, f. C. Junction, Atlanta, Jefferson, Marshall, Longview Junction, Big Sandy, Mincola, Wills Point, Terrell, East Dallas, Dallas and Fort Worth Missouri, Kansas and Texas.

NORTHBOUND. Arrive. Depart. go, St. Louis and sas City express. . 6:40 a. m. 7:00 a. m. Kansas City express. . 6:40 a. m. 7:00 a. m. Chicago, St. Louis and Kansas City fast mall . 7:10 p. m. 7:30 p. m. SOUTHBOUND, Austin, San Antonio and Houston fast mail ... 8:45 a. m. 9:05 a. m. Austin, San Antonio and Houston express 6:55 p. m. 8:10 p.m. Fort Worth and Denver.

Trinidad and Denver Mail 5:30 p. m. 9:30 a. n. Wichita Falls Express. . 11:00 p. m. 4:40 p. m.

Gulf, Colorado ano santa Chicago and Kansas Control Science Sci Houston and Galveston 8:35 a, m. 8:50 a, m. Cicourne Accommodation 2:55 p, m, 3:06 p, m.

Fort Worth and New Orleans.

Fort Worth and Rio Grande. Dublin, Comanche and Arrivo Depart Brownwood Mail...... 2:00 p. m. 3:00 p. m.

St. Louis Southwestern. Memphis and St. Louis
Express 7:10 p. m. 8:30 a.m. Weatherford, Mineral Wells and North-

western. The trains of this line make direct connection with the Texas and Pacific railway trains Nos.

3. 4. 9 and 10 at Weatherford, leaving Fort
Worth (cia Texas and Pacific railway) and arriving at Mineral Wells as follows:

Fiving at Mineral Verth (T. & P. Ry.) . 9:05 a. m. . Fort Worth (T. & P. Ry.) . 9:05 a. m. . 6:05 p. m. . Fort Worth (T. & P. Ry.) . 4:35 p. m. . 7:20 a. m. Mineral Wells 7:20 a.m. Mineral Wells 3:00 p.m.

TABLE OF DISTANCES

The following table shows the distances from Fort Worth of some of the important points in as well as outside of Texas:

MISSOURI, K	ANS	AS	AND	TEX	A8.
	No	th.			
Chicago via Hani	717 679 268 96	Chic Kan Vini McA Whi	ago vi sas Ci ta illister tesbor	1у	215 198
	800	th.			
Alvarade	88 133 197 231 279	Tem Tayi Wes Ausi Lare	t Poin		193 189 281
TEXAS	ANI	-	ACIFI	c.	
East	ern	Divi	sion.		
Dallas Terrell Wills Point Mincola Big Sandy Longylew	110 110 132 116	Jeffe Atla Shre	sall. erson. nta, vepor	1	164

Rio Grande Division Weatherford 81 Colorado City Bordon 72 Big Springs Cisco 115 Pecos Baird 140 Sterra Blanca Abliene 151 El Paso Transcontinental Division.

Denion Miles

Denion 36 Paris.

Whitesboro 51 Clarkaville Sherman 89 New Boston Bonham 116 Texarkana

Honey Grove 32 COTTON BELT ROUTE. Plano Miles Greenville 83 Pine Blan Commerce 97 Beinkier Salphur Springs 115 Memphis.

Mt. Pleasant 154 St. Louis ... Texarkana QULF, COLORADO AND SANTA FE. South. Miles 25 Cameron 59 Caldwell 103 Brenham 128 Gaiveston North. Miles Wichita, Kan... Gainesville. 104 Kansas City... Purcell

FORT WORTH AND DENVER OITY. 19 Salisbury. Iowa Park istroid Quanuh FORT WORTH AND RIO GRANDE. Miles
40 Comanche...
26 Blanket...
20 Brownwood. HOUSTON AND TEXAS CENTRAL Warshachie 4i Calvert
Corsiona 70 Hearne
Mexia 106 Bryan
Groeabecck 117 Navasota
Rosse 138 Hempstead
Bremond 144 Houston

Sureties Exhausted.

Special to the Gazette. Pants, Tex., Oct. 16.-In the Federal court here yesterday an Ardmore attorney made a statement to the court. The ques-tica of increasing a bond was up when the attorney said that it was out of the question, as all men in the Chickasaw Nation were on so many bonds for this and the Ardmore courts that it was out of the ques-Ardmore courts that it was current Every tion to get any more sureties there. Every there was not bonds for responsible in a there was every dollar he as worth

See the finest distay of clothing and fur-nishings in the Jouth, at the August opening to-day.

Fire at Palestine-Arrested for Forgery Special to the Gazette.

PALESTINE, ANDERSON COUNTY, TEX., Oct. 16.—To-day fire did considerable damage to the warchouse of A. F. Ervin, which was filled with groceries, hay and feedstuffs. Loss, \$5000; insured in the City of London, St. Paul. London and Lancashire.

F. R. Gibson, a tolegraph operator, was jailed to-night for forging the name of T. W. Parks, superintendent of telegraph, to a pass over the International and Great Northern from Houston to Palestine

Subscribe for the Wall

Special to the Gazette. VELASCO, BRAZORIA COUNTY, TEX., Oct.

THE RAILROAD CLUB.

The Preparations for Opening the Clubrooms.

A RECEPTION IS THE THING.

A New Official-Trains to the Fair-New Grain Rates-The Trinity, Cameron and Western-The Transcentinental Association.

New Grain Rates.

Effective at once, the following new grain rates from Texas common points to St. Louis, will apply via all lines, the figures being in cents per 100 pounds in carload

Other grain, 25c. Flour, 35c. These rates are for new grain, or this

year's crop only.

A New Official.

The following circular has been issued by the Missouri, Kansas and Texas railway board of directors: OFFICE OF CHAIRMAN OF THE BOARD.

MISSOURI, KANSAS AND TEXAS RAILWAY CONPANY, 45 WALL STREET NEW YORK, Oct 10, 1891. Circular No. 5

Mr. C. C. Hedge is hereby appointed comptroller of the Missouri, Kansas and Texas railway company, and will, in addi-tion to his duties as secretary and treasurer have general supervision over all the accounts of the company.

He will report to the chairman of the board of the executive committee, and al accounting officers of the company will bel subject to his instructions in matters per-

subject to his instruction.

taining to accounts.

The general auditor will report to the comptroller.

HENRY C. ROUSE,

Chairman of the Board.

The Trinity, Cameron and Western. The Cameron Herald has the following: Last Tuesday morning the surveying corps Task Tuesday morning the surveying corps for the Trinity. Cameron and Western railroad left Cameron for Trinity where they will immediately begin the permanent survey, coming this way and on beyond to Granger. The party is composed of the following: Capt. John O'Neill of Ballinger, which participarty existents W. 1 ger, chief engineer; assistants, W. J. Crocker of Waxahachie and J. D. Atcher-son of Galveston; roduan, J. Lyles of Cameron; crew, R. D. Boykin, W. J. Story, C. C. Caldwell, Henry Moore, Frank Lallier and Leonard Koffman. The party had a cook and two wagons, bearing camping outfit and all necessary tools. Capt. O'Neill is one of the best known and competent civil engineers in Texas, and was the head man in surveying the Gulf, Colorado and Santa Fe. We had a short talk with him on his return after having made a prospecting tour over the route. His opinion is that the road can be built at a small comparative cost and will pass through one of the most inviting sections in Texas. Everything now bears a bright outlook, and we may expect a successful termination of the en-terprise. We regard the road as one of vast importance in developing the resour-

Trains to the Fair. Commencing to-day trains will be run by the Texas and Pacific between Fort Worth

and Dallas account of Dallas fair as follows: 8254358x 412 852±883× 0 2825488× 55 5 3 \$8222282 85 8688888 4 89 6444448 84228337 55

The New Club Rooms.

The Railway employes' club is sparing no expense in fitting up its new club rooms on Fourth and Main streets. The carpets are the finest Moquettes and Wiltons instead of Brussels, as stated in yesterday's Gazetts, and the curtains and draperies are chosen to harmonize with them, as is also the furniture, the whole showing exquisite While waiting the finishing touches on the rooms the furniture for the parlor and library have been grouped at Maddox. Ellison & Co.'s furniture store, where it can be inspected by all who desire to see it. Both the purlor and library sets are of antique oak, the parlor set being upholstered in flowered plush and the library set in leather. The rooms will be lighted with combination electric light and gas light chandeliers of cut glass.

The rooms will be opened on Monday evening, November 2, with a reception. The parlor and library will be handsomely decorated with flowers and plants and a concealed orchestra will furnish music. The programme has not been fully arranged, but will consist of short addresses and musical numbers by the best talent in the city, including Mrs. George E. England, wife of the traveling auditor of the Santa Fe, and others. Light refreshments will be served. Another feature will be the count-ing of the votes and the award of prizes as

For the most popular physician, a handome leather upholstered armchair. For the most popular banker, elegant gold-headed cane.

For the most popular railroad man on any line running into Fort Worth, 18-karat hunting-case gold watch, Waltham movement. For the most popular young lady in the city, elegant pearl, inlaid with gold, opera

For the most popular married lady in Fort Worth a choice oxidyzed Burmese cameo fruit bowl. cameo fruit bowl.

These articles are now on exhibition in the window of Pfaeffle's jewelry store. The poils will open to-day and remain open every day until the evening of November 2. Yesterday W. G. Turner of the firm of Fakes & Co. donated the sum of \$100 in cash to the club for the purpose of books for the ifbrary. This library fund bids fair to be an extensive one and furnish a choice library.

Tail Lights.

Gid Baxter, traveling passenger agent of the Burlington route, is in the city. Gaston Meslier, general passenger and ticket agent of the Katy, was in the city

Morgan Jones, president of the Fort Worth and Denver railway, went up the line yesterday. The officials of the Missouri, Kansas and

Texas passed through the city last night on a tour of inspection. J. T. Rosebury of the ticket auditing de-partment, and George H. Post, timekeeper in General Superintendent Winter's office,

left yesterday on their vacat on tour. Building to Velasco

16.—The Aransas Pass railway surveying corps mentioned some days ago in The GAZETTE as moving towards the mouth of the Brazos from the town of Wharton, is now near Columbia, in this county, and a few days more will decide what route will be chosen to reach this point.

Work Has Commenced. Special to the Gazette.

NEW YOEK, Oct. 16 .- A St. Louis special says work has commenced on the Hous-ton Central, Arkansas and Northern rail-road between Riverton and Alexandria. The difference between the two places is seventy-five miles, and when connected will give the Texas and Pacific and Missouri Pacific direct connections, and also a through line from Kansas City and the West to New Orleans. A large force of men are at work. It is expected the gap will be filled before Christmas.

Commodity Tariff No. 9.

Special to the Gazette AUSTIN, TEX., Oct. 16.—The wood and coal tariff, issued some weeks ago, was to-day modified by commodity tariff No. 9. which makes a separate rate for hard and soft coal, and reduces slightly the rates on long hauls. The rate on wood for ten miles, 80 cents per cord; for twenty miles, 85 cents; for fifty miles, \$1.00; seventy miles, \$1.10; 100 miles, \$1.50; 200 miles, \$2.00. The maximum rate is \$4.00. The rates on hard coal exceed those on soft coal, which includes coke, about 20 or \$5 cents at on as an average for a disor 25 cents a ton as an average for a dis tance less than 250 miles. For all distances above that the rates are the same as the minimum rate on hard coal, 60 cents per ton for ten miles. It then increases in a regular ratio of 10 cents for each ten miles up to 140 miles, when the ratio becomes 50 cents for each ten miles up to 290 miles. The action again changing to 50 cents increase for each twenty miles. The maximum rate is \$4 per twenty miles. The maximum rate is \$4 per ton on soft coal; the minimum rate is cents per ton for ten miles or less, which increases at the ratio of 5 cents each ten niles to 160 miles; the ratio of increase miles to 100 miles; the ratio of increase changes to 10 cents for ten miles, and the 280 mile post is reached, when the hard and soft cent rates become identical at \$2.60 per ton. The maximum rate is \$4 per ton. The 2000-pound ton is the basis, except between Galveston and Houston, where the present coal and coke rate of \$1 per ton of 2240 pounds remains in force.

The coal rates on the Rio Grande and the Eagle Pass railways are also excepted. This tariff becomes effective November 5. The Transcontinental Association.

Special to the Gazette. NEW YORK, Oct. 16.-The Transconti-

nental railway association met again at the Windsor hotel this morning, having late on Thursday afternoon, adjourned until this time. Those present were: E. P. Vining, chairman, and J. F. Foller, Eastern agent chairman, and J. F. Fuller, Eastern agent of the association; C. A. Parker, freight traffic manager of the Missouri Pacific railway; J. M. Hannaford, general manager of the Northern Pacific; C. S. Mellen, general traffic manager of the Union Pacific; S. B. Hynes, general freight agent of the Southern California; J. C. S. Stebber third size precidence of the C. Stebbs, third vice-president of the Southern Pacific, L. W. Lake, general Eastern agent of the Great Northern; W. B. Biddle, assistant Northern; W. B. Biddle, assistant traffic managers of the Atchison, Topeka and Santa Fe; George F. Crosby, general freight agent of the Burlington and Missouri River; George Olds, general freight and traffic manager of the Canada Pacific; E. Halfly, assistant general traffic manager of the Southern Pacific. The unrepre-E. Halfly, assistant general traffic manager of the Southern Pacific. The unrepresented members of the association are the Atlantic and Pacific, the Chicago, Rock Island and Pacific, west of the Missouri river; the Colorado Midland, Denver and Rio Grande, Oregon Railroad and Navigation company, Oregon and California railway, the Rio Grande Western and the St. Louis and San Francisco. The matters unsettled at the precisco. The matters unsettled at the previous session and brought up to-day are the reapportionment among the roads of the expenses incurred and the agreement to pay the Pacific Mail steamship company a sub-sidy, the extinct on. if possible, of the rate cutting on freight from Eastern points, the question of establishing a weigh-ing bureau and the question of commissions to sgents. It was understood from another scurce that the numbers of the second points of the second points. scurce that the pro rata arrangement pro posed met with great favor among nearly all roads but that it was opposed by the representative of the Northern Pacific, who claimed that it was to the advan-tage of his road's competitors, the Union and Southern Pacific. The association adjourned for luncheon at 13 o'clock. Vining then said that the matte of the Pacific Mail space rental as they pre-fer to call the "subsidy," has been sindefi-nitely postponed. The next quesnitely postponed. The next ques-tion taken up was whether freight on the Pacific lines should be weighed by the agent of the delivering lines or by inspectors appointed by the association. No agreement was reached and the matter was left "in its present shape" until the next meeting of the association; weighing by agents is the present method. Another matter was an inquiry whether commissions to agents

an inquiry whether commissions to agents had been paid by any of the roads belonging to the association. The conclusion was reached that all complaints to that neet were groundless. Mr. Vinio mought it not improbable that the association would have to continue its sitt as on Monday. Don't fail to atte i the grand opening of the L. August & C. Sock to-day.

The Burlington Route. Most people know what The Burlington Route is—some people, perhaps, do not know that it is the Model Railroad of the West. The Burlington Route is the name of a first-class railroad from Chicago, Pec of a first-class railroad from Unicago, Peo-ria and St. Louis to and hetween the prin-cipal cities and towns of Illinois, Iowa, Missouri, Wisconsin, Minnesota, Nebraska and Colorado. The 7000 miles of this great and Colorado. The fow lines of this great road pass into and through the best farm-ing regions of these great states, reach Deadwood, So. Dakota, and the new mining country of the Black Hills. Along the lines of the Burlington Route are the best oppor-tunities in the West, Northwest and S west, for the farmer, the

the pleasure carr. ger trains every day in the year between Louis, Chicago and Peoria, Kansas lity, Atchison, St. Joseph, Council Bluffs. Omaha, Lincoln, Denver, St. Paul and Min neapolis, making connections at these points with all Eastern and Western roads, nd giving the traveling public unequaled

For speed, safety, comfort, character of equipment and track, and efficient service for passengers and freight, it is unexcelled. Send ten cents in postage stamps to the General Passenger Agent and get a hand-some wall map of the United States and a lescriptive folder of the train service.

For further information, tickets, rates, naps, etc., call on your nearest railroad agent, or address A. C. DAWES, G. P. & T. A., St. Louis, Mo. W. C. Brown, General manager,

St. Joseph, M The grand open & Co. stock to-day. A sight worth : ng of the L. Augu Plainview, Hale Come to Amarillo and get the "Hotel Amaril me Clisbee daily the best county on the central plains Don't fail to at the grand opening of the L. August & Co. stock to-day.

Assignment at Guthrie

Special to the Gazette. GUTHRIE, O. T., Oct. 16 .- James Karr, a rocer, assigned yesterday to William Paylor. Assets and liabilities both small.

Wanted at Brenham.

Special to the Gazette. BRYAN, BRAZOS COUNUY, TEX., Oct. 16.— Marshal Nace to-day captured Perry-Jones, a negro wanted in Brenham for burglary. AN ENTIRE BLOCK

Succumbs to the Cravings of the Fiery Demon.

POOR WATER PRESSURE

At the Outset Results in Five Dwellings Being Razed that Should be Standing To-Day - Notes Gathered During the Conflagration.

Last pight at 10:50 the fire department was called to corner Rusk and Fourth streets, where the extensive livery stables and carriage and feed sheds of the Marlow Bros. were on fire. The fire started in the feed sheds in the southeast corner of the block. The wind being in the south, the flames were rapidly fanned until in less time than it takes to tell it the entire rear end of the establishment was one mass of

The department was out in an extraord-inarily short time and had several lines of hose run, while the two engines were send-ing sparks heavenward before the hose car-riages were checked, and the firemen were at the nozzle end yelling, "Water!"
"Water!" "Give us water!"
Notwithstanding this unexcelled work of

the firemen, the streams coming from the plugs would not reach the eaves of a one story house.

All this while the flames were viciously

eating away at the tempting morsel before them, and had enwrapped the entire livery department and sheds.

The engineers of the two engines gave the

signal that all was ready, and a cheer went up from the firemen, and in a jiffy two elegant streams were playing on the livery stable on the south portion of the block, while the entire block was surrounded by numerous weaker streams from the water plugs in the vicinity.
On the north sid of the block, fronting Third street, were five dwelling houses

their rears extending to the narrow alley between them and the carriage sheds. These were deomed. So intense was the heat, fanned against them by a stiff south wind, to save them was an utter impossi-bility. The firemen realized this, but never weakened in their efforts, and fought as they never fought before, for the block of frame residences one block north was ablaze from flying cinders at many times on the roof, and to con-fine the fire to the block in which it origin-ated was the aim. All the residences in the block were totally destroyed except the one on the corner of Third and Rusk, and this was so badly damaged as ton ecessitate

an entire new structure.

The stables and shed were the property of the Martow Bros., proprietors of the stables. This structure covered an entire half block, except a small blacksmith shop which covered about \$5.50 feet, which was run by Bowles & Co. The value of the buildings is estimated at about \$500 or \$1000, and were well stocked with hay and corn, and contained, perhaps, one hundred vehicles and 100 horses. It is the well to be seen and 100 horses. thought four horses and two Jersey cows perished, while perhaps a half dozen bug-gies were burned. The Marlow Bros, did an extensive business in boarding horses and caring for private rigs, and great was the alarm when the people saw the flames. The horses were cut from their stalls and

The norses were the front the streets, but the greatest efforts were necessary to keep them from the burning building.

The dwellings fronting on Third street were four and six room structures, all occupied, and were the property of John Themps, valued at from 5700 to \$1000 each Tierney, valued at from \$700 to \$1000 each. Very little of the household effects they contained were saved, and what was carried out was carried so recklessly that very little of it is of any good. Many of the rooms were let to roomers, and in most all cases everything was lost.

everything was lost.

The buildings of Mr. Tierney were insured, but to what extent could not be learned last night.

Marlow Bros.' heaviest loss is on feed

and the buildings, all of which were only partially insured.

It is claimed that the man in charge of the stables at night had refused to permit a the stanies at high had retised to permit a couple of boys to sleep in the stables, and they had some words. In a short time the watchman or man in charge was called away for some purpose but did not go far, and upon his return discovered the fire and gave the alarm, and it Is thought these boys through malice ap-plied a match. There was no fire in that part of the stables at any time during the day and any time during the day, and electric lights were used, not even a lan-tern, so the theory that it originated as during the above indicated is a strong one. The boys' names could not be learned last night but the police have a description, and no doubt before this is read they will be run in.

MISCELLANEOUS NOTES. The poor water pressure from the plugs was the comment of the vast throng of The fire was the hottest, the boys have

had to contend with in many a day, there being no walls to protect them, everything being inflammable. The fire commred just as the curtain was

The fire occurred just as the curtain was ringing down at the opera house, and the people turned out to see it.

The large gathering at the courthouse at the meeting of the Democratic club was stampeded.

The "star chamber" session of the city The "star chamber" session of the city fathers, too, was in session, and no doubt when the large bell over their heads rang out they were discussing the advisability of doing away with the salaried part of the fire department, or putting "some of the apparatus under a shed to rust," or that the present waterworks system was adequate to combat with the fiery demon at any stage of the game. At any rate they were all on the ground, and saw just what could be expected of the "pressure" in case of an emergency.

The Fencible hop was in full blast just

The Fencible hop was in full blast just across the corner at the Mansion house, and the belles and beaux had a fine view from the verandas on the east and north. It was exciting times when not less than one hundred horses, wild and neighing, stampeded in the streets, and, strange to have a very a way injured.

say, no person was injured. say, no person was mjured.

A second and third alarm was turned in, and a fine run was made by the Tucker Hill department, and did good service in laying a line of hose in remarkable short ime. Chief Adams and his assistants handled

the men in fine order, and had there been water at the outset the dwellings north of the alley would have been standing this morning.

Dr. Ansell lives on First and Jones.
Some of the flying sheets of fire dropped in
his yard and set on fire a clothes line of

clothes. This was three blocks from the fire.
The windows in the new Presbyterian church are said to be badly damaged.

Assistant City Attorney Jack on lived in one of the houses burned, and it is said lost everything.

of! The grand open-Co. stock to-day. sight worth ing of the L. Aug st The Yellow Tea.

If the entertainment given by Mrs. J. F. Swayne and Mrs. J. W. Swayne on last evening, at the home of the former, conner First and Grove streets, may be taken as a criterion of other proposed benefits to be given in behalf of the World's fair fund, the proposed of our city can beat the people of our city can look forward to some extremely enjoyable even-ings this winter. The flower decorations were beautiful, the refreshments delicious the hostesses most cordial and hospitable, and the several young ladies who assisted in receiving the guests charming—nothing more could be desired. The attendance was quite large.

Fencibles' Hop. Last night the dining room of the Mansion hotel was a scene of mirth and enjoyment—the occasion being the first hop of the season by the Fencibles. The arrangement committee, composed of Capt. Ford, Lieut. VanZandt and sere Lo-

hane, had made all necessary preparation, and all moved as smoothly as could be pos-sibly desired.

The committee on decorations, Messrs.

Mobley, Flaherty and Raysor, had decorated the dance hall appropriately to the occasion, a United States flag hanging prominently at the end of the room.

The fire just across the street scarcely served to break the flow of youth and en-joyment. To Col. W. W. Dunn and Bascom Dunn the Fencibles are greatly indebted for their kindness in allowing the use of the

for their kindness in allowing the use of the hotel rooms for the occasion.

The reporter noticed as among those present the following: Capt. and Mrs. Ford. Lieut. and Mrs. VanZandt, Lieut. and Mrs. Mobley, Mr. and Mrs. Lampton, Mr. and Mrs. McVeigh, Mr. and Mrs. Sorels, Mr. and Mrs. McVeigh, Mr. and Mrs. Sorels, Mr. and Mrs. McNair, Mr. and Mrs. Mac Templeton, Mr. and Mrs. Reyer, Mr. and Mrs. Sprague, Capt. Goodall, U. S. A.; Surgeon Duringer, Sergeant Flaherty, privates Raysor, Triplett, Rosenfeld, Bondurant, Geer, Luckett, Burke, Williams, Lehane, Ball, McGaughey, Lowe and Want: hane, Ball, McGaughey, Lowe and Want Messrs. Collett, Littlejohn, Dr. I. T. May field, Ware, Wright, June Smith, Robert

field, Ware, Weight, June Smith, Robertson, Tevis, J. A. Thomas, Buchanau, Lewright and others.

The young ladies present were Misses Hunter, Boyd, Feild, Watkins, Buchanan, Lester, Laura Smith, Carrie Smith, Nash, Fosdick, McGaughey, Luckett, Simpson, Tully, Bowdry, Higby, Hughes and others whose names the reporter was unable to obtain. The music for the affair was furnished by Professor Ault's band. The boys are to be congratulated on their success as

entertainers in a social way, as they thus prove that they can adapt them-selves to peaceful pursuits, as well as do battle for their own, their native land. Brass buttons were, as is usual on such occasions, very much in demand with the fair ones, and those gentlemen who not wear them, were sorry that they did not.

STILL BLOWING.

A FURIOUS GALE STILL SWEEPS AROUND GREAT BRITAIN.

Dutch Man-of-War Runs into an English Bark-A Schooner and Eight Meu Lost-The Atlanta.

A Collision.

London, Oct. 16.—The storm is raging with unabated violence, and vessels which sought refuge and anchored are dragging their anchors and are in danger of going ashore. A Dutch man-of-war collided with the British bark, Mysterious Star, of Portland, and both vessels were badly dam

Schooner Rebecca Lost.

Boston, Mass., Oct. 16.—The schooner Rebecca A. Tulane with a cargo of coal from Newport News for Galveston, is doubtless lost, with Capt, Nickerson of South Carolina and a crew of seven men. She left August 23, and has not been heard

The Atlanta's Trouble.

New York, Oct. 16.-The cruiser Atlanta. which went to the assistance of the steamer Despatch and encountered a severe storm, returned last night, Commander Phillips states that when the order to put to sea was received the vessel was unseaworthy, and portions of the machinery were in the shop. The hawser pipe broke, and the vessel leaked badly. The damage was repaired and the vessel pumped out. About 3 o'clock Tuesday morning a lantern was burned in the hold when an explosion occurred, seri-ously injuring Frank Crayen, apprentice; James Monahan, blacksmith; Henry Helge serman; Alex Womac, landsman; John Elly, marine; James Merriman, oller. The first two were fatally injured and the others badly burned. The explosion was caused by gas leaking into the compartment.

The Gale Worse than Ever. LONDON, Oct. 16 .- Twice during the past forty-eight hours has the flerce storm abated in fury, only to be renewed with in-creased force. This morning dispatches innounce that the gale is blowing with announce that the gale is olowing with greater severity than before in the Irish sea. Many of the storm-beaten, wave-battered vessels which, during the past two days, succeeded in making some harbor of refuge, hoping to repair damages preparatory to resuming their voyages, are now reported to be laboring so heavily under the force of the renewed gale that they are dragging their anchors and fouling and damaging each other, and that a number of

them are in danger of going ashore.

A telegram from Portland says that a Dutch man-of-war has been in collision off Portland Bill, a rocky promontory, upon which stand two well-known lighthouses 198 feet above the level of the sea. The vessel which the war ship collided with is the British bark "My Sister's Star," 387 tons, Capt. Jenkins of Sunderland, and belonging to Davies. Both vessels are greatly damaged.

LOCALETTES.

One marriage license was granted yester-day—Willie Hutchison to Fannie Field, both colored.

Royal Arch Masons: You will assemble at Masonic hall this (Saturday) evening at 7 o'clock sharp to assist in conferring the Royal Arch degree.

Little Mario Bolock, aged five years, and blind, fell from a doorway at the home of its parents on East Second street and broke erably, but will recover. People, and especially merchants, were

kicking yesterday forenoon on account of the failure of the street sprinklers to do duty. Business houses were compelled to close the front doors, so thick was the dust. Two men were brought in from Arlington last night, being sent here on a capias profine from the mayor of Arlington. Their names are Joseph Howard and Charles Walters, and they were arrested on vagganger charges. vagrancy charges.

Some few days ago a thief stole a gold watch, chain and a pistol from the room of Henry Watson in the lower portion of the city. Yesterday morning officer Nealy city. Yesterday morning Officer Nealy found the watch in one pawnbroker's establishment and the gun in another. A ne gro named Andrew Jackson, it is said, had pawned the property and was at once pulled by Officer Neely and locked up.

To the Ladies.

Mrs. E. McQueen Carter, representing Miss S. T. O ens of Louisville, Ky., is stopping at the Arasis notel with samples of beautiful novel is in fall and winter dress goods, and at the pleasure in showing them to and our friends. She isure and thereby secures a es your pasure and there Will remain until Sunday. Come in Before Saturday If you want wock in the building and loan

ranized of can get it and shar per month as orig-wards you will have pay only the \$1 p very month the as to pay \$1 per shar orders to E. Fosdick, Secretary Polytechnic College and Cotton Mulls Building and Loan Association.

SOME THINGS TO TRY.

Good Housekeeping. Try cranberries for malaria. Try a sun bath for rheumatism. Try ginger ale for stomach cramps. Try clam broth for a weak stomach. Try a wet towel at the back of the neck when sleepless.

Try swallowing saliva when troubled with a sour stomach. Try buttermilk for removal of freckles, tan and butternut stains. Try a hard cider—a wineglass three time day—for ague and rheumatism.

Try a hot, dry flannel over the seat of sour algia, and renew it frequently.

ETHICS, YOU KNOW.

THE DOCTORS STAND ON THEIR PARTICULAR DIGNITY.

A Physician of the American Navy Appointed by Secretary Tracy Denied a

Sent in the Pan-American Congress.

St. Louis, Mo., Oct. 16.—A disturbance occurred last night in the Pan-American congress committee on permanent organiza-tion, compared with which the recent breeze among the physicians of the Mississippi valley association pales into insignifi-cance. The cause of the trouble was the cance. The cause of the trouble was the snubbing of Dr. Howard E. Ames, who was delegated to represent the navy department by Secretary Tracy. It appears that the American medical association had appointed Dr. A. L. Ghion to represent the medical department of the United States navy, but writing to the fact that Dr. Chica was a second owing to the fact that Dr. Ghion was ex-tremely busy Secretary Tracy sent Dr. Ames in his stead. This did not suit the officers of the congress, who declined to receive Dr. Ames unless he came under the head of proxy for Dr. Ghion. This the doctor refused to do and the consequence was that he was entirely ignored upon all questions that came up for discussion and settlement. At the ses sion last evening Dr. Ames, smarting under this seeming affront offered the navy department, obtained permission

the havy department, obtained permission to address the committee and unbosomed the wrath which he had been harboring for two days. He had come here, he said, under orders of the secretary of the navy, presented his credentials and had been informed that he would be received simply as an outsider and would not he neemitted to an outsider and would not be permitted to take part in the vi al questions brought be fore the committee. He had waited patiently hoping some members of the committee would see the inconsistency of such pro-cedure, but to his surprise and indigna-tion, he still found himself nothing but a spectator. "Before withdrawing." said spectator. "Before withdrawing," said Dr. Ames, "I wish to protest against this indignity, this slight upon my commanderin-chief, the secretary of the havy. These indignities cannot be allowed to pass unnoticed. If this committee has the power to elect an officer it has the power to accept my cre-dentials. I am not here to plead the case, but in denunciation of a wrong. I shall re-

port the facts to the department that hon-ored me with its trust, to fill a place of your own selection, to which I was sent at your own request, and by your action you repudigle this condition. repudiate this condition."

Dr. J. B. Hamilton of Chicago moved the acceptance of Dr. Ames as a proxy for Dr. Ghion, but this Dr. Ames refused to accept, saying he did not care as far as he was personally concerned, but as an officer of the United States navy he could not come in through a side or back door, whereupon he left the room.

Dr. L. W. Green of Cincinnati, chairman of the committee, then addressed the convention, saying: "Dr. Ames could not be received unless he came as the proxy of Dr Ghion. Far from an insuit being put upon the secretary of the navy, he was rather inclined to think that the affront had been placed upon the American medical associa-tion in disregarding the request of Dr. Ghion."

"CAPT. DICK" BUNCH.

This Notorious Character Was in the City Wednesday Night-A Cabman's Story. Everybody in Texas is familiar with the name of "Capt. Dick" Bunch. He has the reputation of being the leader of the numerous train robberies that occurred in many parts of Texas during the train-robbery rage last year and the year previous, and to-day there is a reward of thousands of dollars offered for his capture. Many reports have been printed of his capture, and even of his death, but he was in Fort Worth in the flesh and enjoying good health on last

fiesh and enjoying good health on last Wednesday night.

On the evening mentioned about 9 o'clock a GAZETTE man happened to be passing the hack stand in front of the Pickwick and noticed one of the cabmen taking down the curtains to his hack. He was asked why he had his "buggy" wrapped up, for there was not the slightest indication of rain, neither was it cold. The cabman rerain, neither was it cold. The cabman re-plied: "At the expiration of forty-eight hours Pli tell you a funny story."

No kind of inducement could get him to

impart any more light upon the subject.

Last evening, the forty-eight hours being up, the cabman was approached and asked to fulfill his promise. He did it and said to fulfill his promise. He did it, and said:
"You know a man in the hack
business must keep mum if he
holds his job. Well, I was
never known to give a snap away. The
man of whom I'm about to tell you
is now across the Mexican line,
and I am at liberty to talk. He
said you can tell my Fort Worth
friends of my being in their beautiful city
after I am out of town a couple of days, but after I am out of town a couple of days, but not before. On last Wednesday evening a man and woman alighted from the west-bound Texas and Pacific, approached me, and the man said 'put up your curtains and drive us to a certain room up town,' at the same time getting room up town, at the same time getting into the hack after assisting the woman in. I at once recognized 'Capt. Dick' Bunch, but not a word did I say, but did as he bid me. This done, he informed me where to carry him, at the same time placing a—well, he paid me well for hauling him. He instructed me to call for him for the west-bound Texas and Pacific train next morning, and cautioned me to keep my facbound Texas and Pacific train next morning, and cautioned me to keep my face closed. I knew him and he knew me, and I attempted to strike up a conversation with him after we arrived at the place hed desired at the place he desired to go, but he replied, calling me by name, 'What you don't know would fill a book, and the less you know,

would fird book, and the less you know, old man, the better off you will be."
"With this parting shot, 'Capt. Dick' turned in for the night, and I called for and carried him to the depot next morning." I could have squealed and perhaps secured a good roll of the reward offered for him—but he is now on Mexican soil, and you are the first one perhaps I have opened my face to about it. Say, would not there have been old cain raised here Wednesday night had the cons known that Cant Disk. the cops known that 'Capt. Dick' nong 'em, though?"
"Want to buy a wagon, sir?" the cabman

queried of a passing pedestrian, opened the door, safely seated his passenger, mounted his box and happily drove away.

PERSONAL.

Frank Holland of the Farm and Ranch, Dallas, was in the city yesterday. Carr Lucy of Austin, state agent of the American securities company, came in yesterday.

Miss Rosa Cozzo, a native of New Or-leans, is visiting Mrs. M. M. Childress at 411 Calhoun street, Miss Ciara Ward of Grapevine, Tex., is

visiting the family of O. W. Gillespie, city attorney, and will take in the Dallas fair while in Fort Worth. W. S. Mabry, lease agent of the Houston and Texas Central for the Panhandle, and Mr. J. F. Weed, surveyor for the same company, are in town on business.

Jerry Deems, of the Union News company, has returned from his trip through the North. On his return at Mexico. Mo., he met all THE GAZETTE girls bound for the St. Louis exposition, all hand and very much pleased with Hardin.

A sight worth see in . The grand open ing of the L. Augus Co. stock to-day.

He Furnished Tools. Special to the Gazette.

Houston, Tax., Oct. 16.-John Babbitt was brought back here from Warren to-day under arrest for furnishing the prisoners saws, files, etc., with which they effected their escape from jail recently.



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